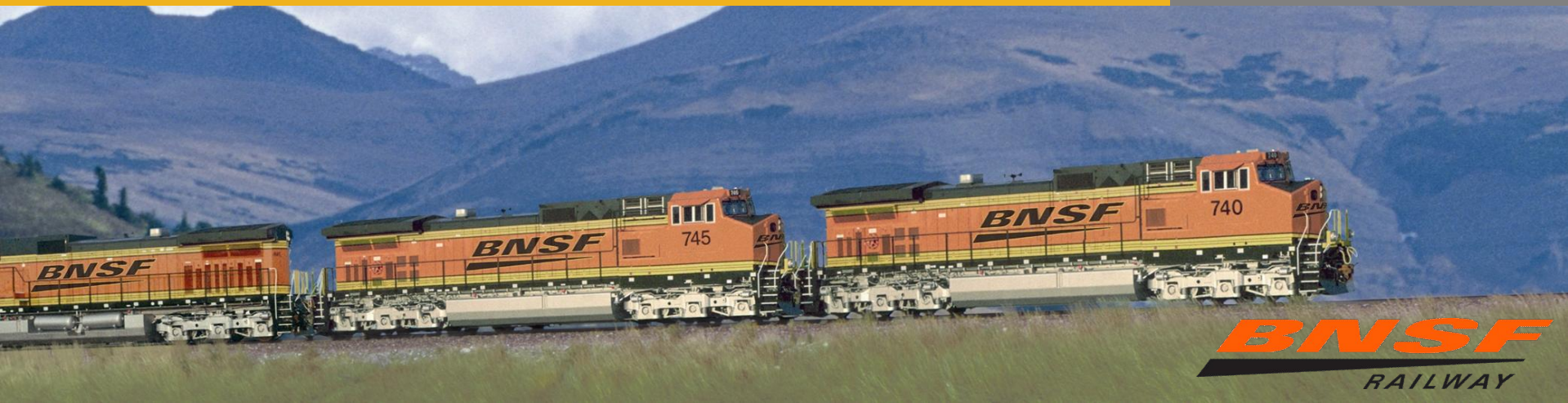


BNSF Railway

Potential Logistics Park Traffic Study Review Gardner Intermodal Review Committee

May 9, 2006



Agenda – Traffic Study

- ◆ Goals
 - Clear Understandings
 - Provide Insights to Traffic Increases
 - Identify Potential Alternatives to Meet Traffic Demands
- ◆ Definition of Key Terms
- ◆ Reset the Stage
- ◆ Traffic Today in Gardner
- ◆ Logistics Park Traffic
 - Intermodal Facility
 - Warehousing
- ◆ Summary
- ◆ Questions

Terms

- ◆ **“Trips”** – A single move by one vehicle to or from a destination point. i.e. A truck enters and leaves the Logistics Park is equal to 2 trips.
- ◆ **“Vehicles per Day”** – how many vehicles pass a certain point in any direction.
- ◆ **“Capacity”** – maximum number of vehicles that can safely travel over a specific type of roadway. Usually noted as vehicles per time period.
- ◆ **“ADT”** – Average Daily Traffic – nearly synonymous with “Vehicles per Day.”

Site Location



What is a Logistics Park

Logistics Park

- ◆ Intermodal Facility
- ◆ On-site Warehousing
 - Direct Rail Served
 - Non-rail Served

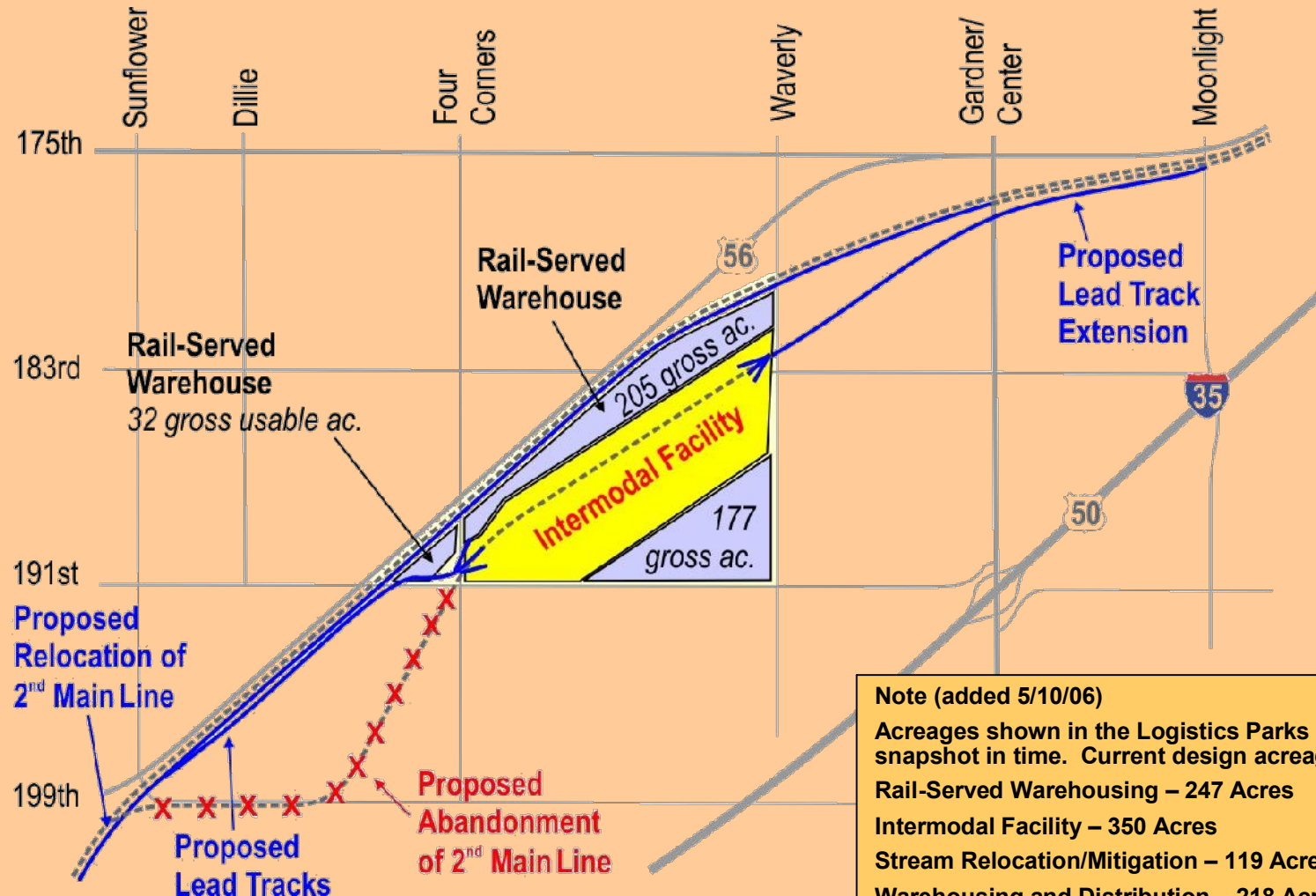


Logistics Park - Chicago



Logistics Park - Chicago

The Logistics Park Project



Note (added 5/10/06)

Acresages shown in the Logistics Parks represent a snapshot in time. Current design acresages are:

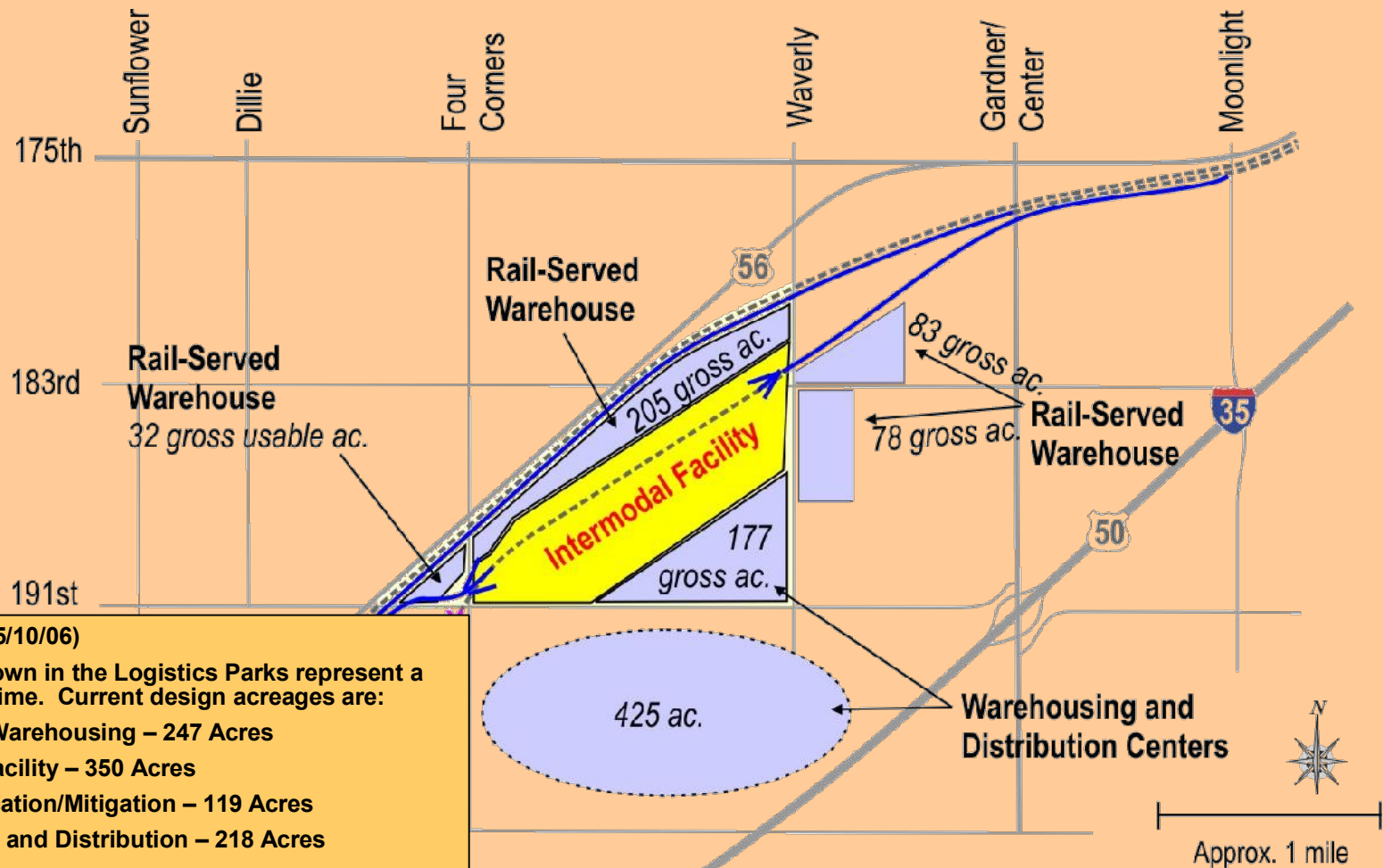
Rail-Served Warehousing – 247 Acres

Intermodal Facility – 350 Acres

Stream Relocation/Mitigation – 119 Acres

Warehousing and Distribution – 218 Acres

Other Potential Warehousing



Note (added 5/10/06)

Acreages shown in the Logistics Parks represent a snapshot in time. Current design acreages are:

Rail-Served Warehousing – 247 Acres

Intermodal Facility – 350 Acres

Stream Relocation/Mitigation – 119 Acres

Warehousing and Distribution – 218 Acres

Offsite Acreages:

Rail-Served Warehousing - 161 acres

Warehousing and Distribution – 384 acres

Offsite Facilities

- ◆ **Warehousing**
 - **Mostly Non-rail Served Warehousing/Distribution**
 - **Rail Served Warehousing**
- ◆ **Build upon Demand**



Logistics Park - Chicago

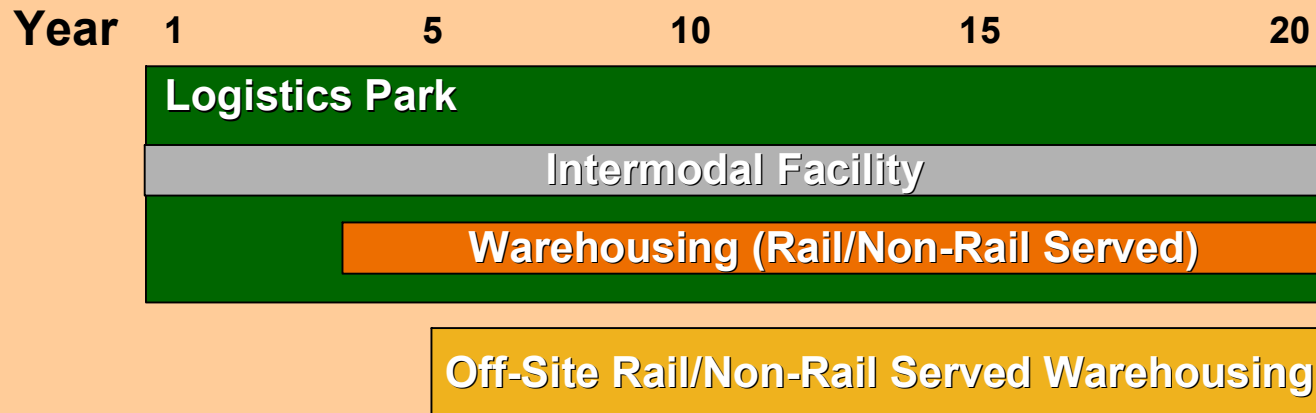
Site Development

◆ Logistics Park

- Intermodal Facility is First Development
- Direct Rail/Non-Rail Served Warehousing Follows

◆ Offsite Warehousing/Distribution

- May be in-concert, but will likely follow the Logistics Park Direct Rail/Non-Rail Served Warehousing



Logistics Park Initial Phase (Years 1-5)

◆ Logistics Park Intermodal Facility

● Employment

- Phase I – up to 150 people

● Traffic Volumes

- Phase I – 2100 daily trips (truck and auto)

◆ Logistics Park Warehousing

● Employment

- Phase I – 1530 people (based on 2.55 million)¹

● Traffic Volumes

- Phase I - 3800 daily trips (truck and auto)²

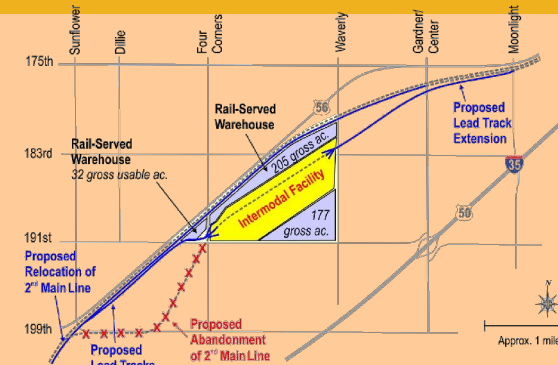
◆ Total

● Employment – 660 people

● Traffic Volumes – 5900 daily trips (truck and auto)

1. Corrected after 5/9/06 Presentation for opening day volume versus first 5 year period.

2. Represents Opening Day Values to correspond to Traffic Study. Average (years 3 thru 5) daily trips will be higher as this is a forecasted value for year 3. There are no daily trips in year 1-2.



Logistics Park Future (Years 6 thru 20)

◆ Logistics Park Intermodal Facility

● Employment

- Full Build-out – up to 300 people

● Traffic Volumes

- Full build-out – 4,600 daily trips (truck and auto)

◆ Logistics Park Warehousing

● Employment

- Full build-out – 2,800 people (based on 4.65 million sf)

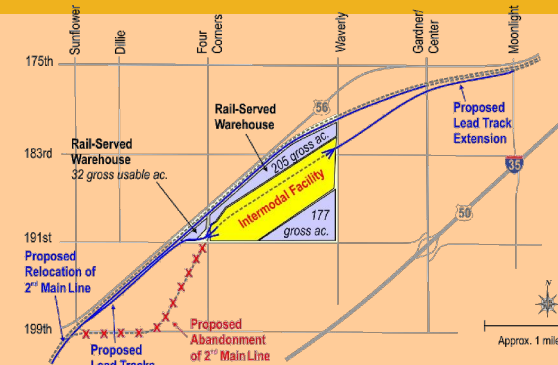
● Traffic Volumes

- Full Build-out - 21,300 daily trips (truck and auto)

◆ Total

● Employment – 3,100 people

● Traffic – 25,900 daily trips (truck and auto)



Off-site Development

◆ Initial Phase (Years 1-5)

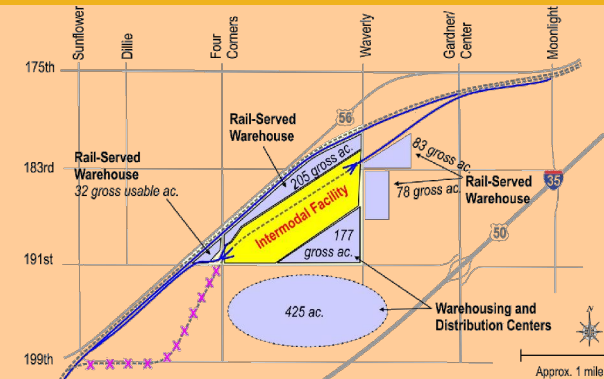
- Employment – 0
- Traffic – 0

◆ Future Growth (Years 6-20)

- Employment – 4,060 people (based on 7.6 million sf Warehousing)¹
- Traffic – 33,900 Daily Trips (truck and auto)

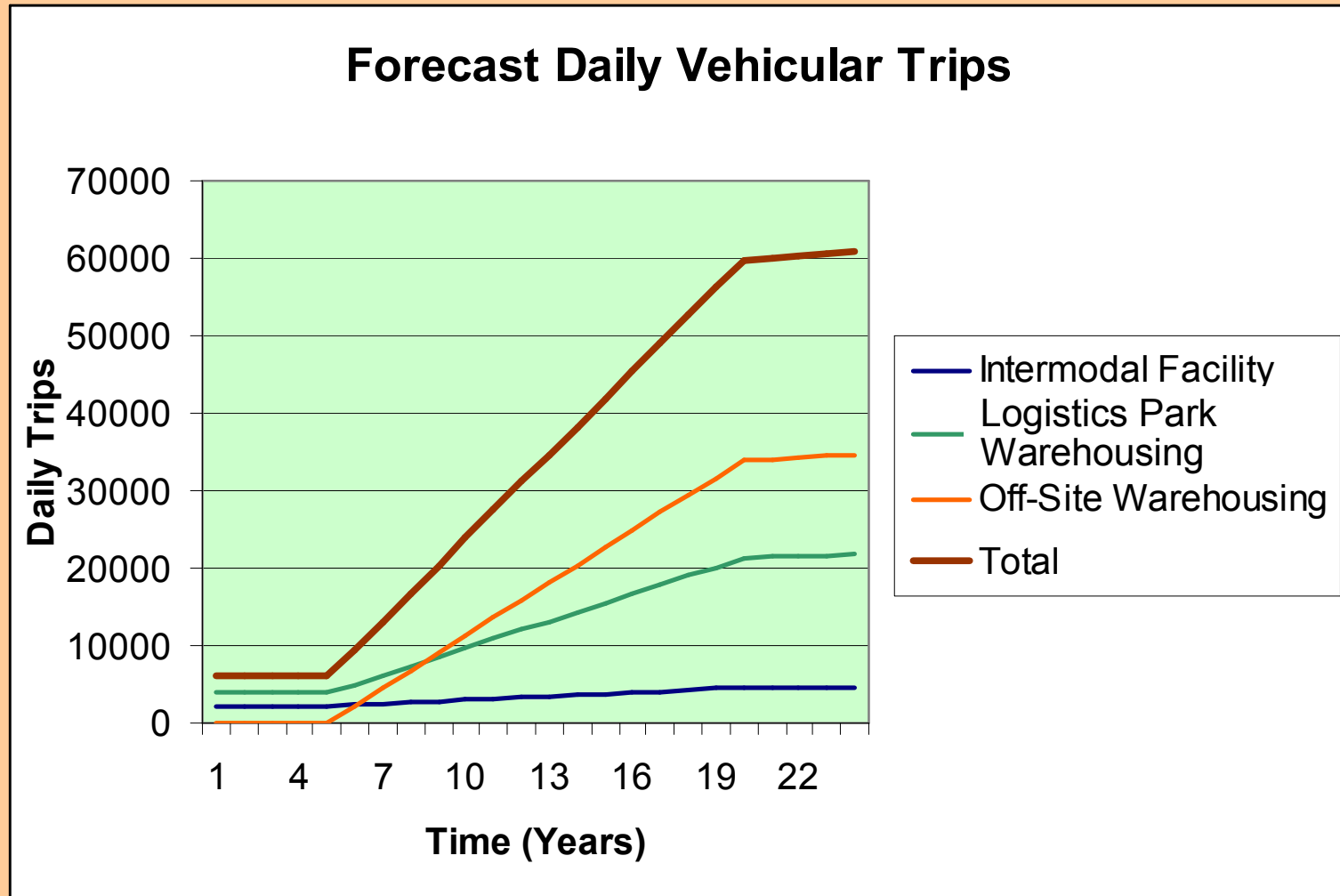
◆ Total

- Employment – 4,060 people
- Traffic – 33,900 Daily Trips (truck and auto)

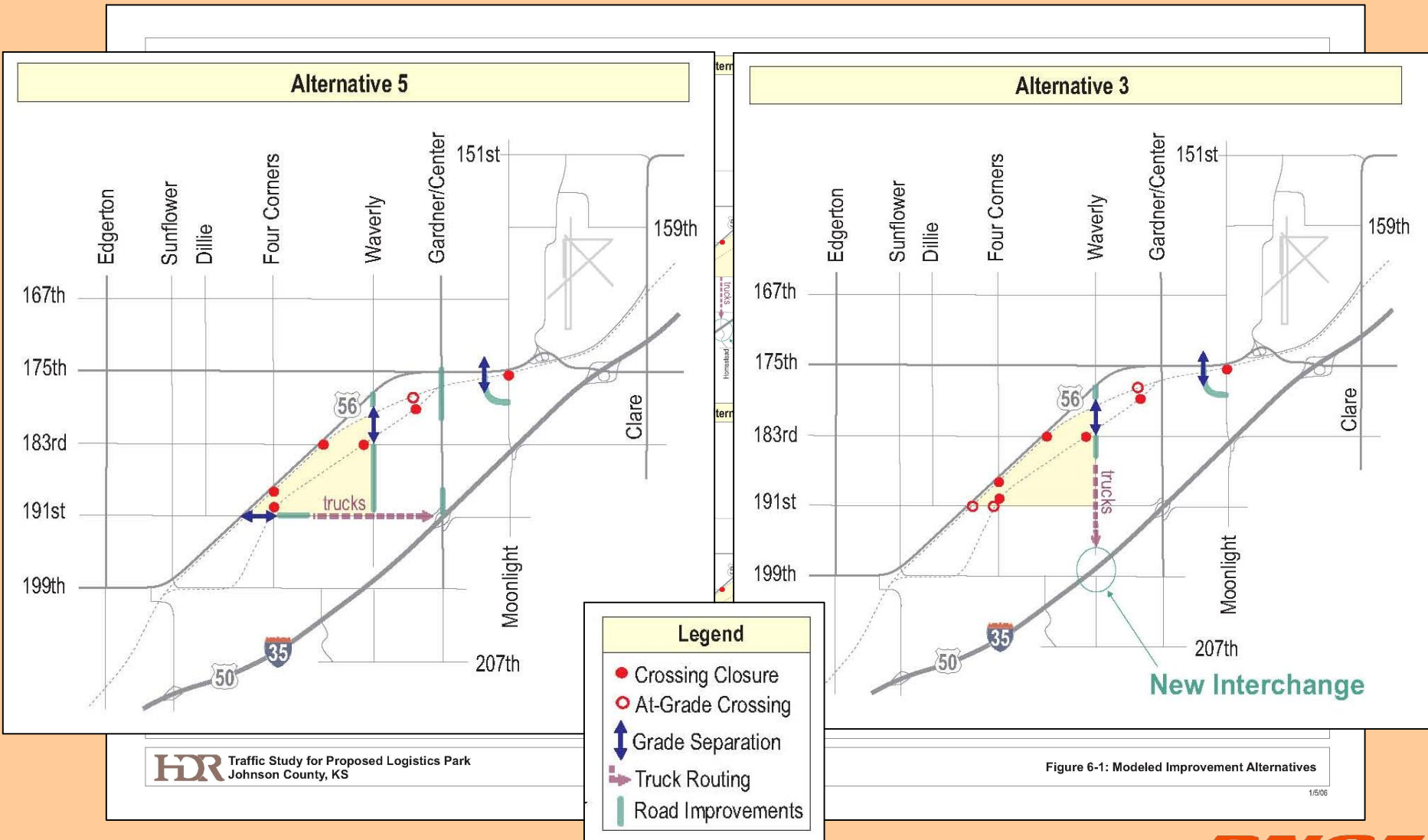


1. Corrected warehouse square footage forecast after 5/9/06 Presentation

Logistics Park Summary Graph

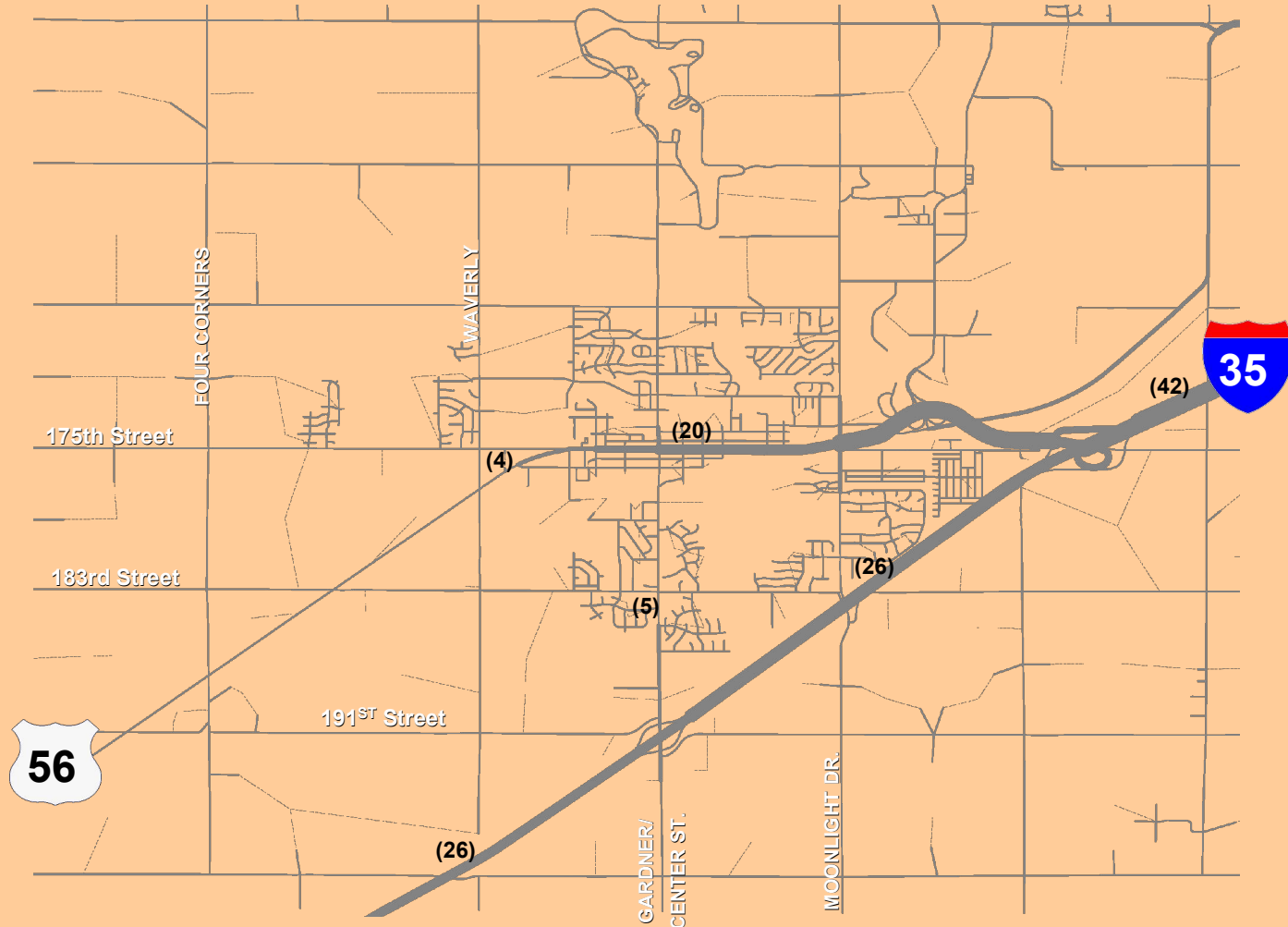


Alternatives Development



HDR Traffic Study for Proposed Logistics Park
Johnson County, KS

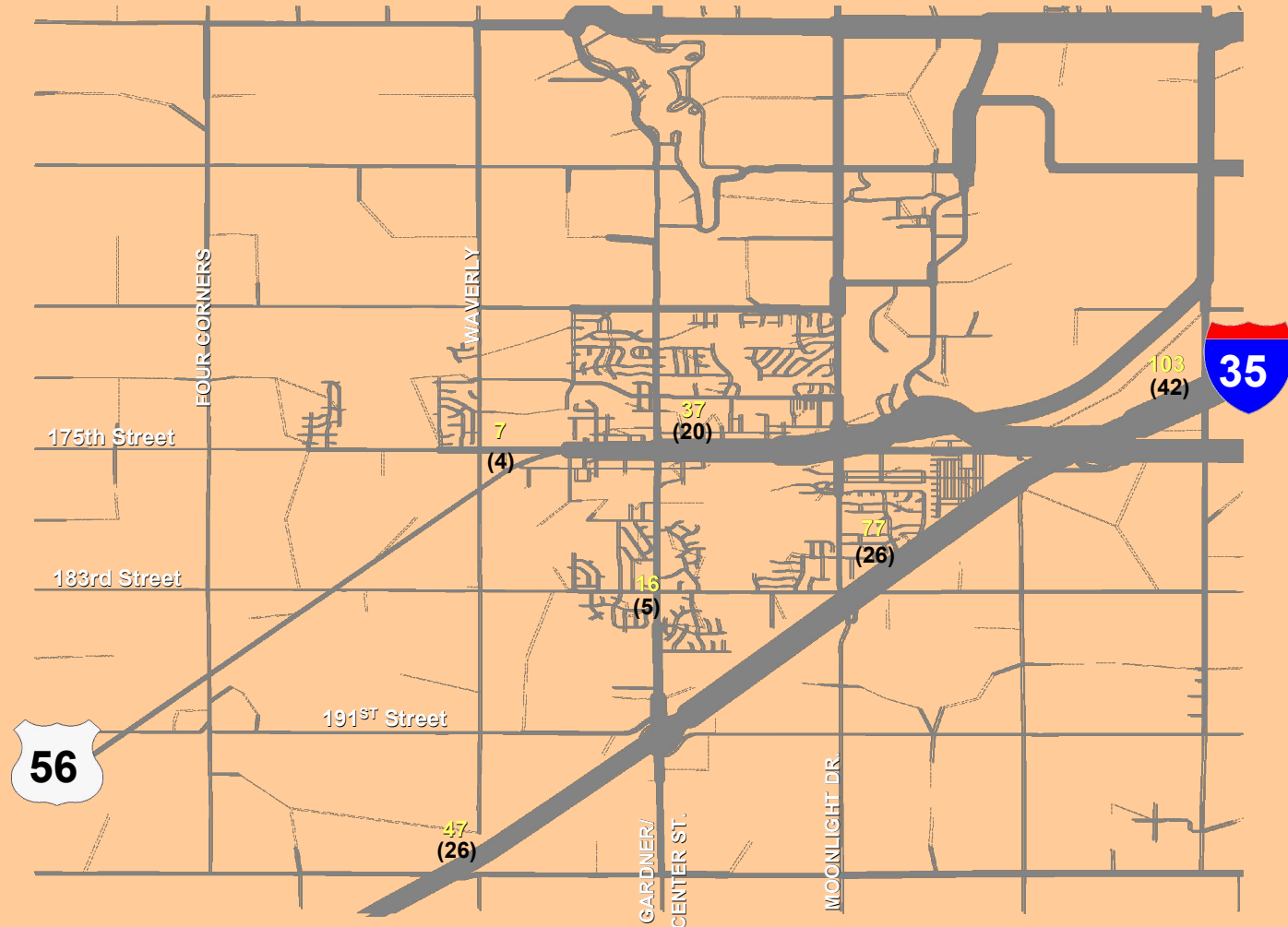
2004 Traffic Volumes



Based on the Olathe's Travel Demand Forecasting Model
Traffic Volumes in 10,000 ADT



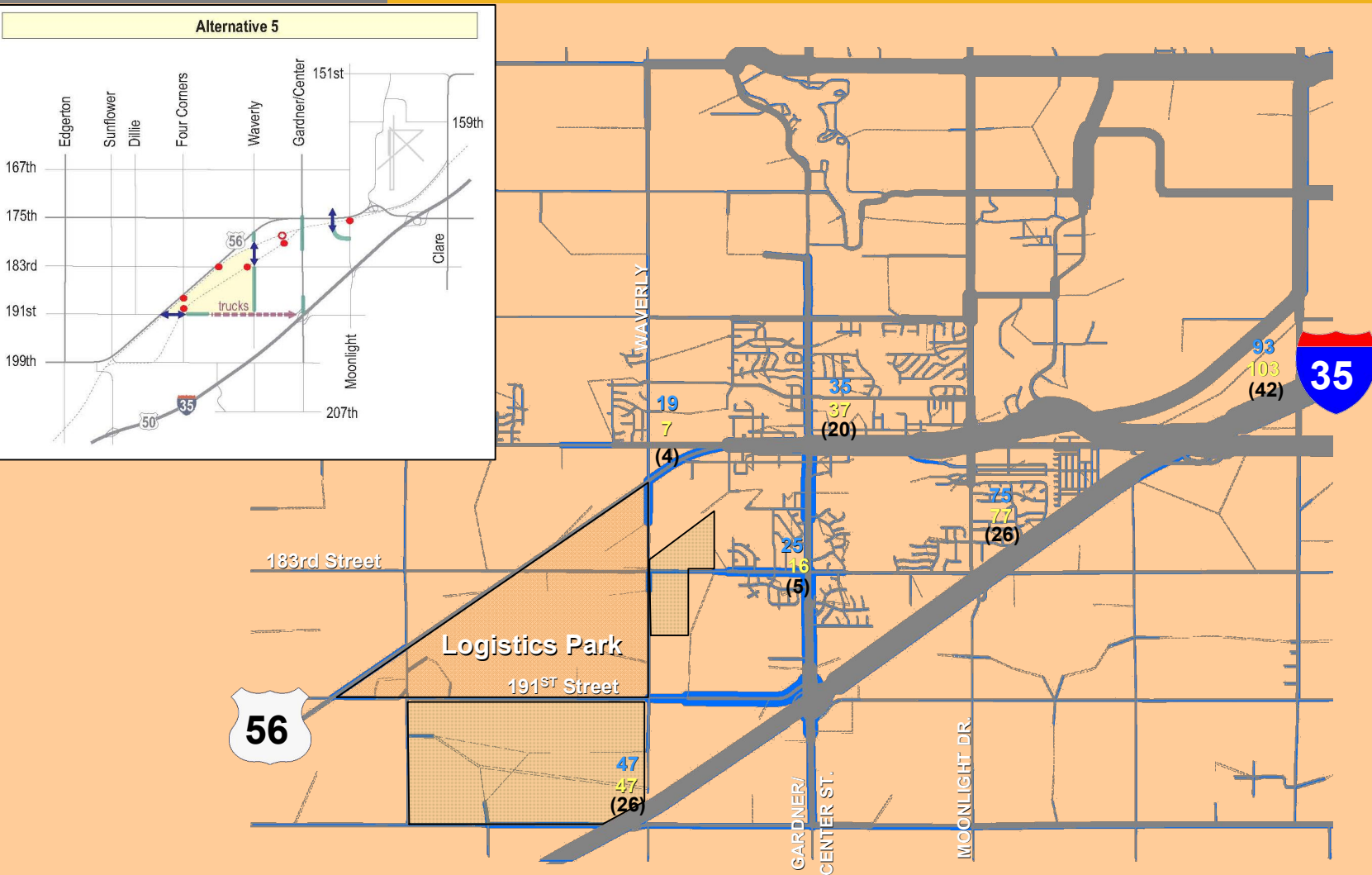
2025 Forecast Traffic Volumes



Based on the Olathe's Travel Demand Forecasting Model
Traffic Volumes in 10,000 ADT

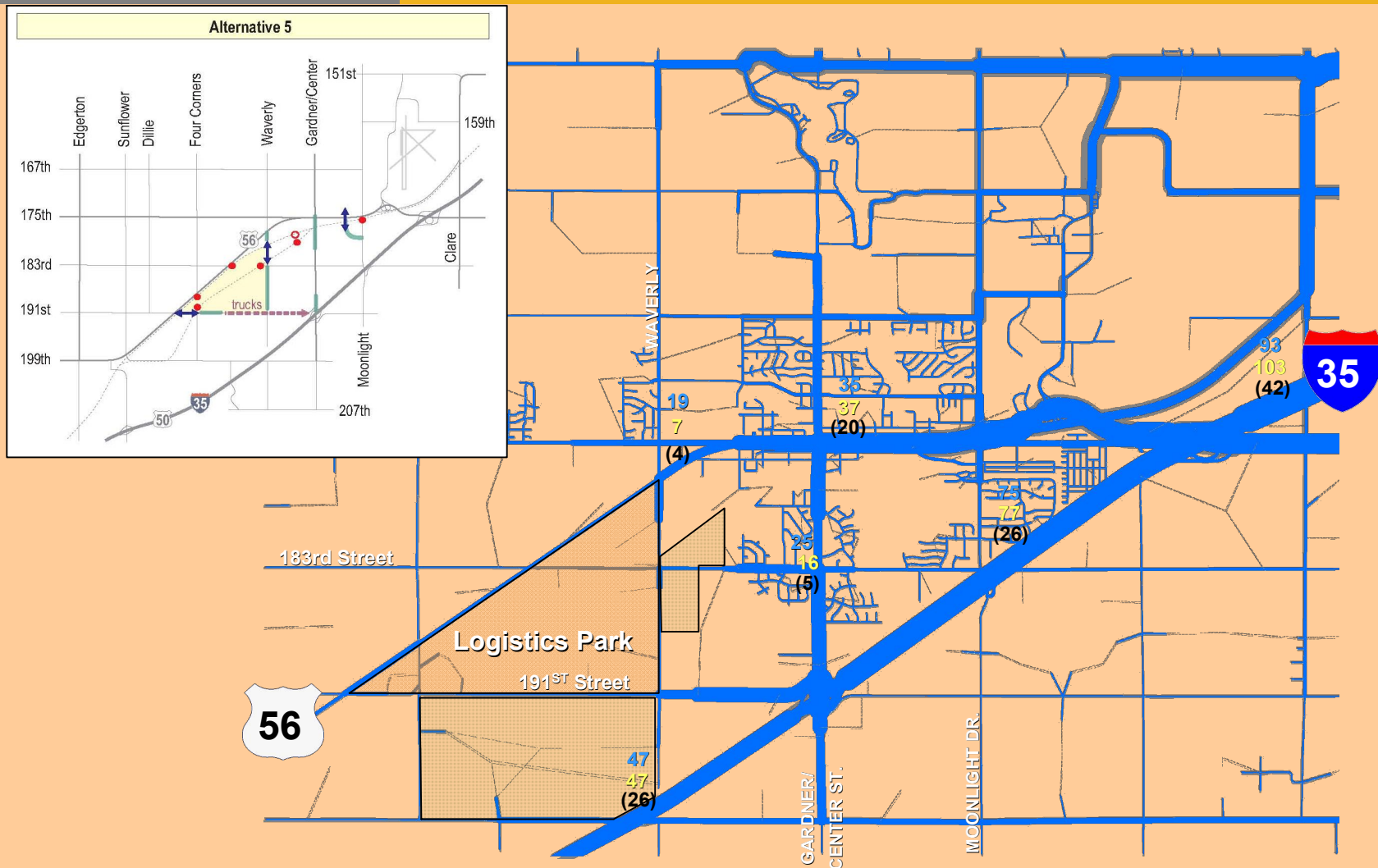


2025 Forecast - Logistics Park and Offsite Warehousing – Alt. 5



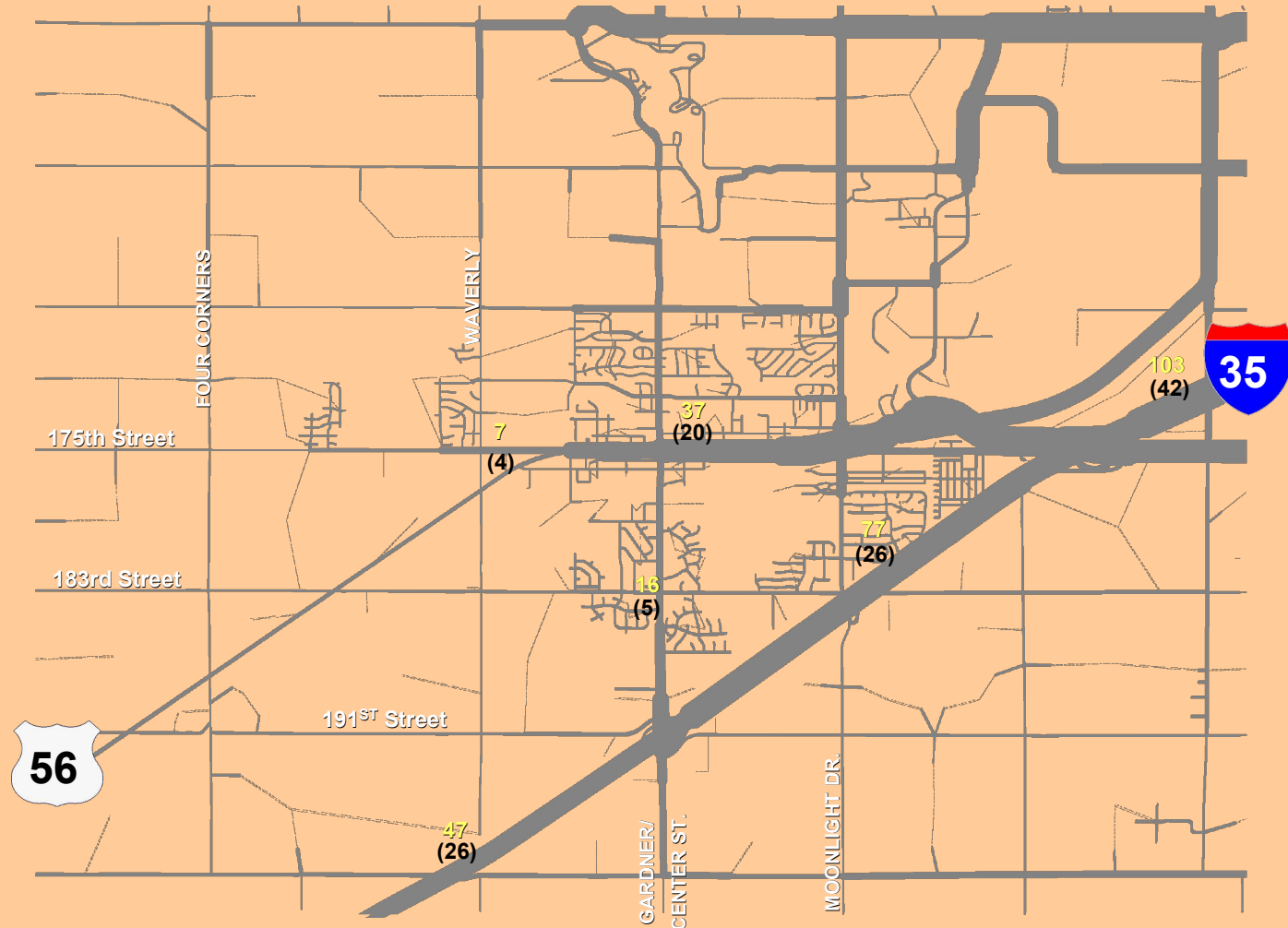
Based on the Olathe's Travel Demand Forecasting Model
Traffic Volumes in 10,000 ADT

2025 Forecast - Logistics Park and Offsite Warehousing – Alt. 5



Based on the Olathe's Travel Demand Forecasting Model
Traffic Volumes in 10,000 ADT

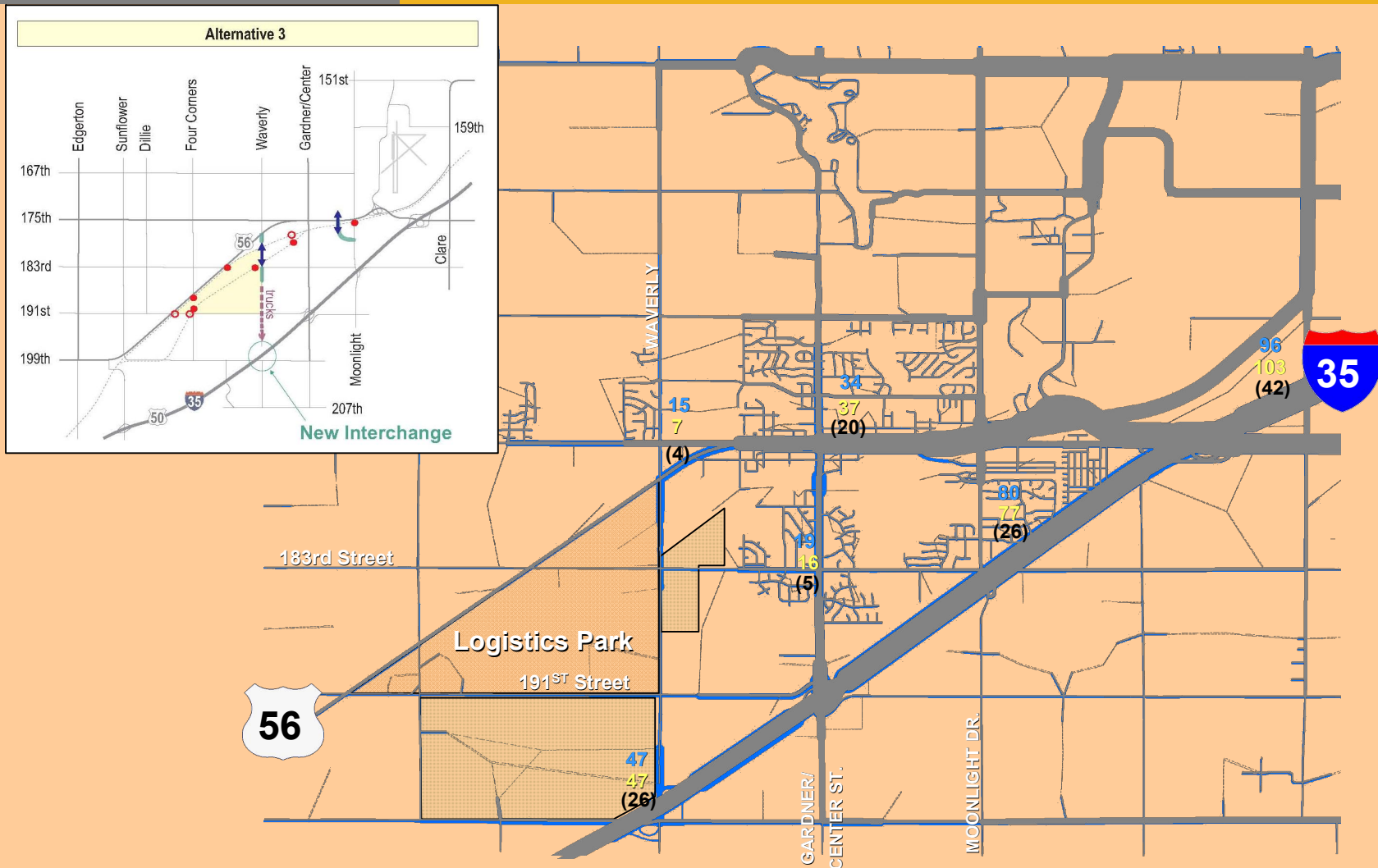
2025 Forecast Traffic Volumes



Based on the Olathe's Travel Demand Forecasting Model
Traffic Volumes in 10,000 ADT

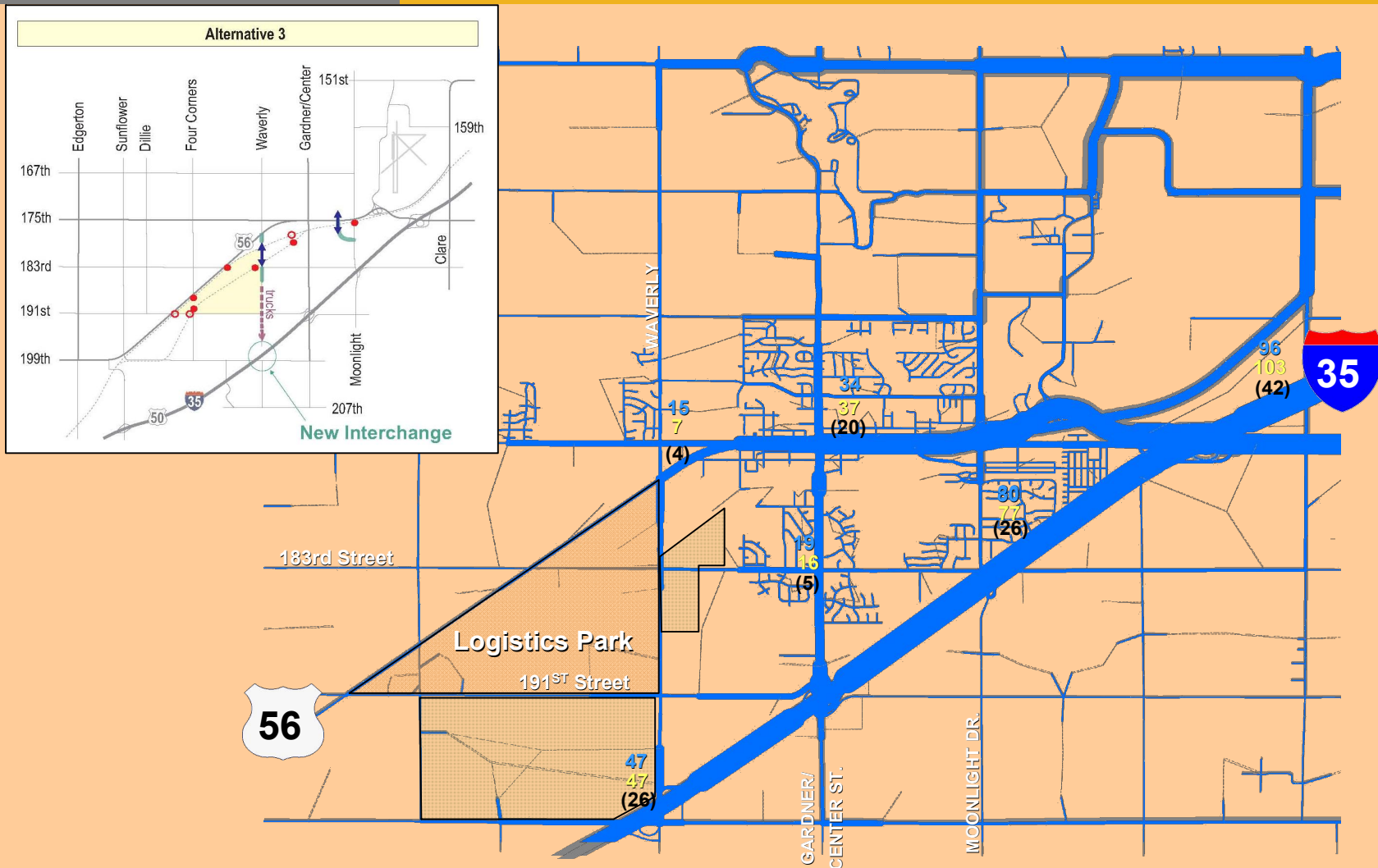


2025 Forecast - Logistics Park and Offsite Warehousing – Alt. 3



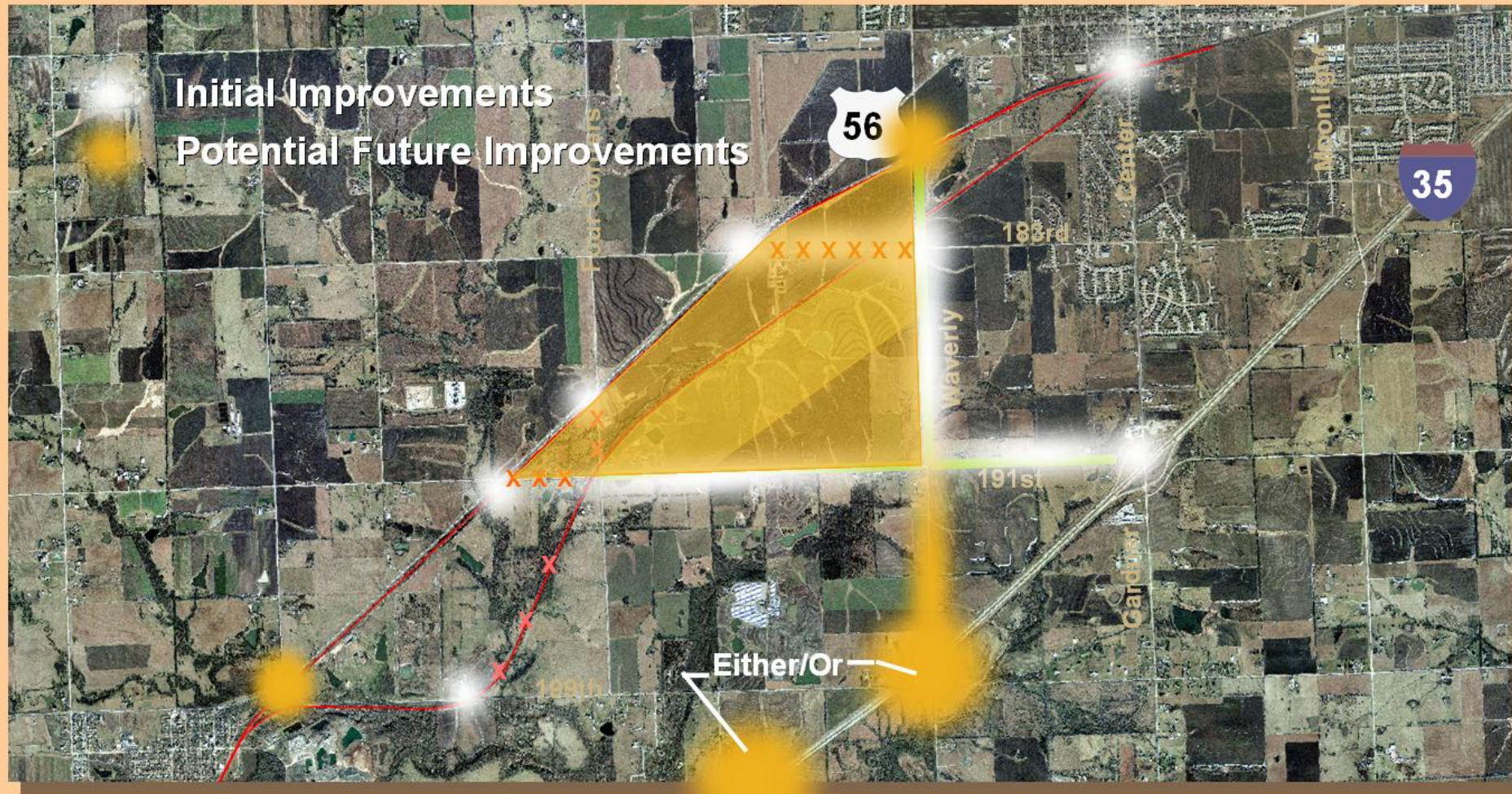
Based on the Olathe's Travel Demand Forecasting Model
Traffic Volumes in 10,000 ADT

2025 Forecast - Logistics Park and Offsite Warehousing – Alt. 3



Based on the Olathe's Travel Demand Forecasting Model
Traffic Volumes in 10,000 ADT

Traffic Study Overview



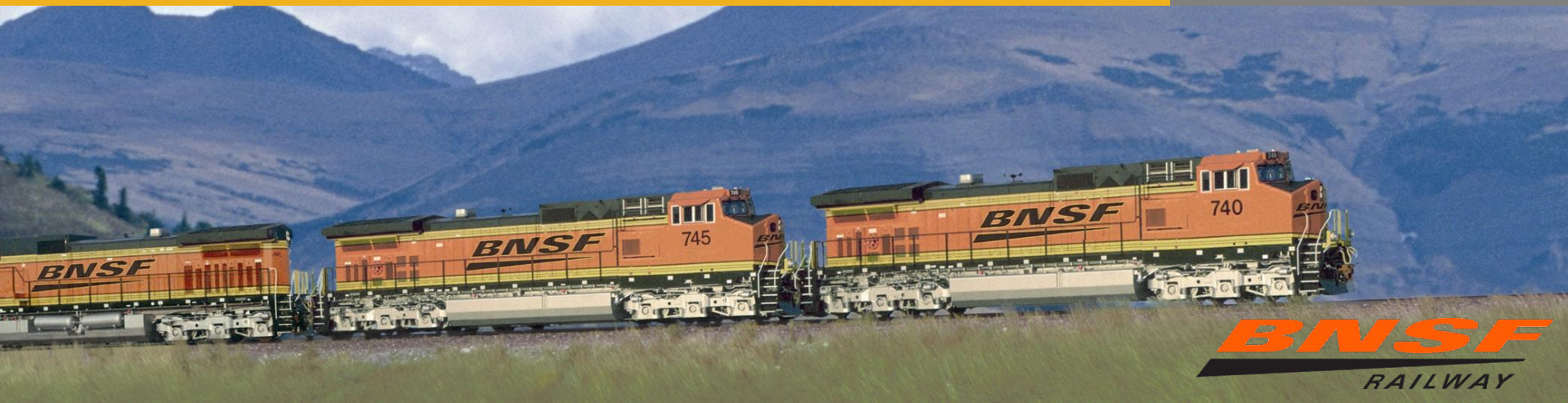
Conclusions

- ◆ **Current Traffic Study Focuses on the Long-term View**
- ◆ **Forecasted Johnson County Population Growth will Drive Infrastructure Changes**
- ◆ **The Logistics Park will Contribute to some Infrastructure Changes**
- ◆ **Logistics Park has Two Elements:**
 - **Intermodal Facility**
 - **Warehousing**
- ◆ **There may be Offsite Warehousing Development**
- ◆ **Infrastructure Improvements will be Required**

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Today's Growth Demand

